

**IN THE CLAIMS:**

Please replace the previous listing of claims with the following listing of claims.

26. (Currently Amended) A vehicle including a cushioning arrangement for protecting an occupant in an impact, the cushioning arrangement comprising:

a frame coupled to a seat of the vehicle, said frame extending upward from a top of the seat such that said cushioning arrangement constitutes a headrest,

a fluid-containing bag attached to said frame, said bag being structured and arranged to allow movement of the fluid within said bag to thereby alter the shape of said bag and enable said bag to conform to a portion of an occupant engaging the cushioning arrangement, the cushioning arrangement being arranged to be in contact with the occupant at least during the impact; and

constraining means arranged in said bag for constraining flow of fluid from one portion of said bag to another portion of said bag.

27. (Original) The vehicle of claim 26, further comprising  
a deformable cover substantially surrounding said bag, said cover being elastically deformable in response to changes in pressure in said bag.

28. Cancelled.

29. (Previously Amended) The vehicle of claim 26, wherein said constraining means are arranged to constrain the flow of fluid from an upper portion of said bag to a lower portion of said bag.

30. (Original) The vehicle of claim 29, wherein said constraining means comprise open cell foam.

31. (Original) The vehicle of claim 29, wherein said constraining means are structured and arranged such that when said upper portion contracts, said lower portion expands.

32. (Original) The vehicle of claim 28, wherein the cushioning arrangement is structured and arranged such that when the occupant comes into contact with the cushioning arrangement, fluid within said bag flows substantially within said bag to change the shape of said bag so as to approximately conform to the head and neck of the occupant thereby providing a force on the head

and neck of the occupant to substantially accelerate both the head and neck at substantially the same acceleration in order to minimize whiplash injuries.

33. (Previously Amended) The vehicle of claim 26, wherein said constraining means comprise open cell foam.

34. (Original) The vehicle of claim 26, wherein the fluid in said bag is air.

35. (Original) The vehicle of claim 27, wherein said cover comprises stretch seams to allow elastic deformation of said cover.

36. (Original) The vehicle of claim 26, wherein the cushioning arrangement further comprises

*Cont*  
*C1* a flow restriction arranged in connection with said bag to permit a controlled flow of fluid out of said bag when the occupant is in contact with the cushioning arrangement to thereby dampen the impact of the occupant with the cushioning arrangement.

37. (Previously Amended) A vehicle including a protection system for protecting an occupant in an impact, the protection system comprising

an anticipatory crash sensor for determining that a crash involving the vehicle is about to occur, and

a movable, pre-inflated cushioning arrangement coupled to said anticipatory crash sensor, said cushioning arrangement being movable toward a likely position of the occupant upon a determination by said anticipatory crash sensor that a crash involving the vehicle is about to occur.

38. (Original) The vehicle of claim 37, wherein said anticipatory crash sensor is arranged to determine that the crash involving the vehicle is a rear impact.

39. (Original) The vehicle of claim 37, wherein  
said cushioning arrangement comprises  
a frame coupled to the vehicle, and

a fluid-containing bag attached to said frame, said bag being structured and arranged to allow movement of the fluid within said bag to thereby alter the shape of said bag and enable said bag to conform to the occupant.

40. (Original) The vehicle of claim 39, wherein said bag is preinflated.

41. (Original) The vehicle of claim 39, wherein said cushioning arrangement further comprises

a deformable cover substantially surrounding said bag, said cover being elastically deformable in response to changes in pressure in said bag.

42. (Original) The vehicle of claim 39, wherein said frame is coupled to a seat of the vehicle and extends upward from a top of the seat such that said cushioning arrangement constitutes a headrest.

43. (Original) The vehicle of claim 42, wherein said bag includes constraining means for constraining flow of fluid from an upper portion to a lower portion.

44. (Original) The vehicle of claim 43, wherein said constraining means comprise open cell foam.

45. (Original) The vehicle of claim 43, wherein said constraining means are structured and arranged such that when said upper portion contracts, said lower portion expands.

46. (Original) The vehicle of claim 42, wherein said cushioning arrangement is structured and arranged such that when the occupant comes into contact with said cushioning arrangement, fluid within said bag flows substantially within said bag to change the shape of said bag so as to approximately conform to the head and neck of the occupant thereby providing a force on the head and neck of the occupant to substantially accelerate both the head and neck at substantially the same acceleration in order to minimize whiplash injuries.

47. (Original) The vehicle of claim 38, wherein said cushioning arrangement further comprises cell foam having openings arranged in said bag.

48. (Original) The vehicle of claim 38, wherein the fluid in said bag is air.

49. (Original) The vehicle of claim 41, wherein said cover comprises stretch seams to allow elastic deformation of said cover.

50. (Original) The vehicle of claim 38, wherein said cushioning arrangement further comprises

a flow restriction arranged in connection with said bag to permit a controlled flow of fluid out of said bag when the occupant is in contact with said cushioning arrangement to thereby dampen the impact of the occupant with said cushioning arrangement.

51. (Original) The vehicle of claim 37, further comprising  
displacement means for moving said cushioning arrangement, and  
a control unit coupled to said anticipatory crash sensor and said displacement means for  
controlling said displacement means to move said cushioning arrangement based on the determination by  
said anticipatory crash sensor that a crash involving the vehicle is about to occur.

52. (Previously Amended) A method for protecting an occupant in an impact, comprising the steps of:

determining that a crash involving the vehicle is about to occur, and

moving a pre-inflated cushioning arrangement into contact with the occupant upon a determination that a crash involving the vehicle is about to occur.

53. (Original) The method of claim 52, wherein the cushioning arrangement comprises  
a frame coupled to the vehicle, and  
a fluid-containing bag attached to the frame, the bag being structured and arranged to allow movement of the fluid within the bag to thereby alter the shape of the bag and enable the bag to conform to the occupant.

54. (Original) The method of claim 53, wherein the cushioning arrangement further comprises

a deformable cover substantially surrounding the bag, the cover being elastically deformable in response to changes in pressure in the bag.

55. (Original) The method of claim 53, wherein the frame is coupled to a seat of the vehicle and extends upward from a top of the seat such that the cushioning arrangement constitutes a headrest.

56. (Original) The method of claim 52, wherein the step of moving the cushioning arrangement into contact with the occupant comprises the step of:  
moving the cushioning arrangement toward the occupant,  
detecting when the cushioning arrangement comes into contact with the occupant and then  
ceasing movement of the cushioning arrangement.

57. (Original) The method of claim 56, wherein the step of detecting when the cushioning arrangement comes into contact with the occupant comprises the step of arranging a contact switch in connection with the cushioning arrangement.

58. (Original) The method of claim 53, further comprising the step of:  
arranging a flow restriction in connection with the bag to permit a controlled flow of air out of the bag when the occupant comes into contact with the cushioning arrangement to thereby dampen the impact of the occupant with the cushioning arrangement.

59. (Original) The method of claim 52, wherein the step of determining that a crash involving the vehicle is about to occur comprises the step of determining that the crash involving the vehicle is a rear impact.

60. (Previously Added) The vehicle of claim 27, wherein said cover defines an interior, said bag occupying the entire interior of said cover.

61. (Previously Added) The vehicle of claim 33, wherein said open cell foam includes channels which facilitate the flow of fluid within said bag.

62. (Previously Added and Currently Amended) A vehicle including a cushioning arrangement for protecting an occupant in an impact, the cushioning arrangement consisting of:

a frame coupled to the vehicle;

a deformable cover defining an interior, at least a part of said frame being arranged in said interior of said cover; and

a single fluid-containing bag attached to said frame and surrounded by said cover, said bag being structured and arranged to allow movement of the fluid within said bag to thereby alter the shape of said bag and enable said bag to conform to a portion of an occupant engaging the cushioning arrangement, the cushioning arrangement being arranged to be in contact with the occupant at least during the impact; and said bag being the only fluid-containing bag in the interior of said cover.

63. (Previously Added and Amended) The vehicle of claim 62, wherein said cover is elastically deformable in response to changes in pressure in said bag.

64. (Previously Added) The vehicle of claim 63, wherein said cover comprises stretch seams to allow elastic deformation of said cover.

65. (Previously Added and Amended) The vehicle of claim 63, wherein said bag occupies the entire interior of said cover.

66. (Previously Added) The vehicle of claim 62, wherein said frame is coupled to a seat of the vehicle and extends upward from a top of the seat such that the cushioning arrangement constitutes a headrest.

67. (Previously Added) The vehicle of claim 66, wherein the cushioning arrangement is structured and arranged such that when the occupant comes into contact with the cushioning arrangement, fluid within said bag flows substantially within said bag to change the shape of said bag so as to approximately conform to the head and neck of the occupant thereby providing a force on the head and neck of the occupant to substantially accelerate both the head and neck at substantially the same acceleration in order to minimize whiplash injuries.

68. (Previously Added) The vehicle of claim 62, wherein said bag includes constraining means for constraining flow of fluid from an upper portion of said bag to a lower portion of said bag.

69. (Previously Added) The vehicle of claim 68, wherein said constraining means comprise open cell foam.

70. (Previously Added) The vehicle of claim 68, wherein said constraining means are structured and arranged such that when said upper portion contracts, said lower portion expands.

71. (Previously Added) The vehicle of claim 62, wherein the cushioning arrangement further comprises open cell foam.

72. (Previously Added) The vehicle of claim 71, wherein said open cell foam includes channels which facilitate the flow of fluid within said bag.

73. (Previously Added) The vehicle of claim 62, wherein the fluid in said bag is air.

74. (Previously Added and Currently Amended) A vehicle including a cushioning arrangement for protecting an occupant in an impact, the cushioning arrangement comprising:

a frame coupled to the vehicle;

a deformable cover defining an interior, at least a part of said frame being arranged in said interior of said cover; and

a fluid-containing bag attached to said frame and occupying the entire interior of said cover, said cover surrounding said bag,

said cover being elastically deformable in response to changes in pressure in said bag,

said bag being structured and arranged to allow movement of the fluid within said bag to thereby alter the shape of said bag and enable said bag to conform to a portion of an occupant engaging the cushioning arrangement, the cushioning arrangement being arranged to be in contact with the occupant at least during the impact.

75. (Previously Added) The vehicle of claim 74, wherein said cover comprises stretch seams to allow elastic deformation of said cover.

[ 76. Cancelled. ]

77. (Previously Added) The vehicle of claim 74, wherein said frame is coupled to a seat of the vehicle and extends upward from a top of the seat such that the cushioning arrangement constitutes a headrest.

78. (Previously Added) The vehicle of claim 77, wherein the cushioning arrangement is structured and arranged such that when the occupant comes into contact with the cushioning arrangement, fluid within said bag flows substantially within said bag to change the shape of said bag so as to approximately conform to the head and neck of the occupant thereby providing a force on the head and neck of the occupant to substantially accelerate both the head and neck at substantially the same acceleration in order to minimize whiplash injuries.

79. (Previously Added) The vehicle of claim 74, wherein said bag includes constraining means for constraining flow of fluid from an upper portion of said bag to a lower portion of said bag.

80. (Previously Added) The vehicle of claim 79, wherein said constraining means comprise open cell foam.

81. (Previously Added) The vehicle of claim 79, wherein said constraining means are structured and arranged such that when said upper portion contracts, said lower portion expands.

82. (Previously Added) The vehicle of claim 74, wherein the cushioning arrangement further comprises open cell foam.

83. (Previously Added) The vehicle of claim 82, wherein said open cell foam includes channels which facilitate the flow of fluid within said bag.

84. (Previously Added) The vehicle of claim 74, wherein the fluid in said bag is air.

85. (Previously Added) A vehicle including a cushioning arrangement for protecting an occupant in an impact, the cushioning arrangement comprising:

a frame coupled to the vehicle;

a single fluid-containing bag attached to said frame, said bag being structured and arranged to allow movement of the fluid within said bag to thereby alter the shape of said bag and enable said bag to



conform to a portion of an occupant engaging the cushioning arrangement, the cushioning arrangement being arranged to be in contact with the occupant at least during the impact; and

a deformable cover substantially surrounding said bag, said cover being elastically deformable in response to changes in pressure in said bag, said cover comprising stretch seams to allow elastic deformation of said cover.

86. (Previously Added) A vehicle including a cushioning arrangement for protecting an occupant in an impact, the cushioning arrangement comprising:

a frame coupled to the vehicle;

a single fluid-containing bag attached to said frame, said bag being structured and arranged to allow movement of the fluid within said bag to thereby alter the shape of said bag and enable said bag to conform to a portion of an occupant engaging the cushioning arrangement, the cushioning arrangement being arranged to be in contact with the occupant at least during the impact; and

open cell foam arranged in said bag.

87. (Previously Added) The vehicle of claim 86, wherein said open cell foam includes channels which facilitate the flow of fluid within said bag.

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